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ABSTRACT

General transport requirements of the Priority Country Area Program (PCAP) field staff in the South-West and Central Priority Country Areas in Queensland, Australia, (exceeding 320,000 and 150,000 square kilometers respectively) for 1978-79 were evaluated, with emphasis on: duties of PCAP staff and their consequent transport needs; existing provision and availability of PCAP transport; extent of vehicle use and cost of operation; adequacy and suitability of current transportation provisions; and issues for decision makers. South-West Area staff included: a project director, primary itinerant teachers, a secondary itinerant teacher, a recreation officer, two primary remedial/resource teachers, and an audio-visual maintenance officer. Central Area staff consisted of: a project co-ordinator, a secondary resource teacher, and an audio-visual maintenance officer. Information obtained by analysis of records, interviews with staff, and participant observation of services indicated that for efficient deployment of PCAP itinerant staff, the minimum transportation requirement is generally a separate vehicle for each officer or team in the field. Results from surveys of vehicle use (many covering 31 consecutive days) are detailed in 9 tables; maps show the Priority Areas, distances covered in South-West Queensland, and location of schools; an appendix includes information on individual vehicles used by the staff. (AW)

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PRIORITY COUNTRY AREA PROGRAM EVALUATION SERIES: REPORT NO. 7

The Transport Requirements of P.C.A.P. Field Staff in the South-West and Central Priority Country Areas

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RC 012898

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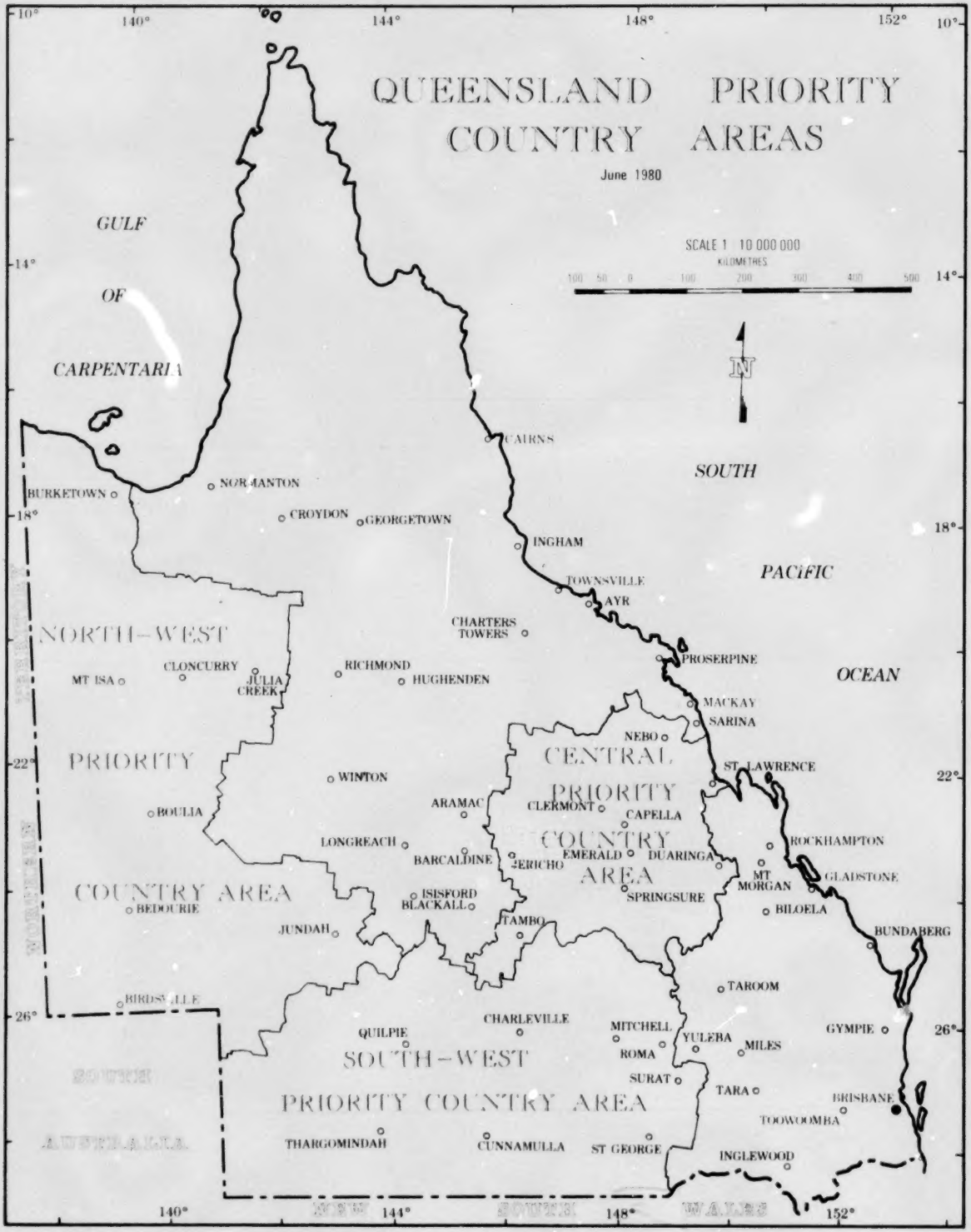
FIGURE 1



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SUMMARY

1. SCOPE OF THE REPORT

1.1 This report deals specifically with the transport requirements of the following P.C.A.P. field staff:

South-West Area

- Project Director
- Primary Itinerant Teachers
- Secondary Itinerant Teacher
- Recreation Officer
- Remedial/Resource Teachers
- Technical Maintenance Officer

Central Area

- Project Co-ordinator
- Secondary Resource Teacher
- Technical Maintenance Officer

2. PRINCIPAL FINDINGS

2.1 Number of vehicles required:

(a) All P.C.A.P. field services involve a high degree of mobility, with each officer travelling, on average, some 800 km per week.

(b) Official P.C.A.P. transport was fully utilised during 1979, resulting in extensive use of private vehicles. (1300 km per week.)

(c) The basic minimum transport requirement appears to be a separate vehicle for each itinerant officer or team, although a lower level of provision may be adequate in Charleville, where the School of the Air vehicle is available to P.C.A.P. staff for 50 per cent of the time.

(d) Experience suggests that attempts to reduce transport requirements through the increased sharing of vehicles are likely to prove counter-productive in terms of the efficient use of staff time.

2.2 Types of vehicles and accessories:

(a) The powerful station wagons and panel vans, with 'country pack' as currently supplied, are well suited to field staff requirements.

(b) There appears to be a good case for trialling the usefulness of having one vehicle with four-wheel drive as part of the Charleville fleet.

(c) The proposal to air-condition the technical maintenance officers' vehicles appears appropriate and a good case exists for air-conditioning the vehicles of other field staff who travel long distances in extreme conditions, e.g. the primary itinerants.

2.3 Vehicle costs:

(a) During 1979, the average cost of providing a P.C.A.P. vehicle, including running and depreciation, was in the region of $4600 per annum.

(b) Depending upon the overall transport situation at any given time, the prompt resale of replaced vehicles may be advantageous to minimise costs and replenish reserves.

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1. PURPOSE AND SCOPE OF THIS REPORT

1.1 The purpose of this report is to supply relevant data upon which decisions concerning the transport requirements of Priority Country Area Program (P.C.A.P.) field staff may be based. It was prepared at the suggestion of the Chairman of the P.C.A.P. State Committee.

1.2 It concentrates entirely upon the general transport requirements of itinerant P.C.A.P. field staff; specialist units such as the Mobile Classroom, the Mobile Manual Arts Unit and the Mobile Field Study Unit are not considered; nor are the air transport requirements of the Instrumental Music Teaching Service or the Brisbane Committee and Secretariat staff.

2. EVALUATION APPROACH, METHODS AND PROCEDURES

2.1 This report attempts to delineate:

- the duties of P.C.A.P. staff and their consequent transport needs
- existing provision and availability of P.C.A.P. transport
- extent of vehicle use and cost of operation
- adequacy and suitability of current transport provisions
- issues for decision makers.

2.2 Information for this report was obtained in the following ways:

- from records maintained by itinerant staff for the purposes of this evaluation
- by analysis of the documentation on P.C.A.P. files
- from interviews and discussions with P.C.A.P. staff
- from previous evaluation reports and the progress reports of field staff
- through participant observation of P.C.A.P. services.

3. BACKGROUND

3.1 Figures 2 and 3 show the geographical extent of the two priority country areas. It may be noted that the South-West Priority Country Area extends approximately 750 km from east to west and 400 km from north to south, with a total area exceeding 320 000 km^2. The Central Priority Country Area extends approximately 400 km from north to south and the same from east to west, with a total area exceeding 150 000 km^2.

3.2 In the South-West Priority Country Area field operations commenced during 1977 with 3 members of staff and 2 vehicles. By 1979, these numbers had increased to twelve staff and 7 vehicles, 1 of which was shared with School of the Air (S.O.T.A.), Charleville.

3.3 Apart from the Mobile Classroom, P.C.A.P. staff in the Central Priority Country Area during 1978 consisted of a part-time Co-ordinator and an Audio-Visual Maintenance Officer. One official vehicle was supplied for the use of the latter officer. During 1979 the staff was increased by one, and an additional vehicle was supplied for the use of the Co-ordinator and the Central Committee.

Note: Readers wishing to know more about P.C.A.P. are referred to the Annual Reports and Project Profiles obtainable from the P.C.A.P. Brisbane office at the address shown on the title page.

4. TRANSPORT NEEDS AND AVAILABILITY – AN OVERVIEW

4.1 A full list of all P.C.A.P. vehicles in use during 1979 is supplied in Appendix A. Those projects dealt with in this report are indicated by an asterisk. Also indicated is the purchase price of each vehicle.

4.2 Project Director (South-West)

4.2.1 The Project Director has found it necessary to travel extensively throughout the South-West Priority Country Area in the performance of his duties, which have included:

(a) Supervision of P.C.A.P. field staff (over twenty including mobile units)

(b) Liaison with community organisations, such as the Isolated Children's Parents Association (I.C.P.A.)

(c) Liaison with local advisory committees

(d) Liaison with schools and officials of both the State and Catholic education systems

(e) General administrative duties.

4.2.2 In addition, the Project Director has made regular visits to Brisbane for the purpose of attending meetings of the P.C.A.P. Joint Committee and for consultation with senior education officers.

4.2.3 An official vehicle has been supplied for the use of the Project Director since an appointment was first made in May 1977. However, because of pressure on Charleville-based P.C.A.P. transport, the Project Director has regularly used his private vehicle in order to make his official vehicle available to other P.C.A.P. staff or visitors. Release of the Project Director's official vehicle in this way has:

- avoided any undue proliferation of staff authorised to use private vehicles
- minimised claims for the use of private vehicles, by using official vehicles, wherever possible, for longer journeys or extended itineraries
- restricted the extent to which private vehicles have had to be used on poor road surfaces.

4.3 Itinerant Teachers (South-West)

4.3.1 The primary itinerant teachers use vehicles for visiting the homes of children on correspondence education, conducting mini-schools and activity days, and maintaining contact with the Primary Correspondence School. The extent of the regions covered by the primary itinerant teams is shown in Figure 4. On average, each of the three teams is responsible for between 70 and 80 pupils and visits 40 to 50 different homes.

4.3.2 For further information about the role and duties of the primary itinerants, reference should be made to Report No.1 in the P.C.A.P. Evaluation Series: *The Primary Itinerant Teacher Service in South-West Queensland.*

4.3.3 A vehicle has been available for the use of the Charleville-based itinerants since the first two primary teachers were appointed in June 1977.

FIGURE 2

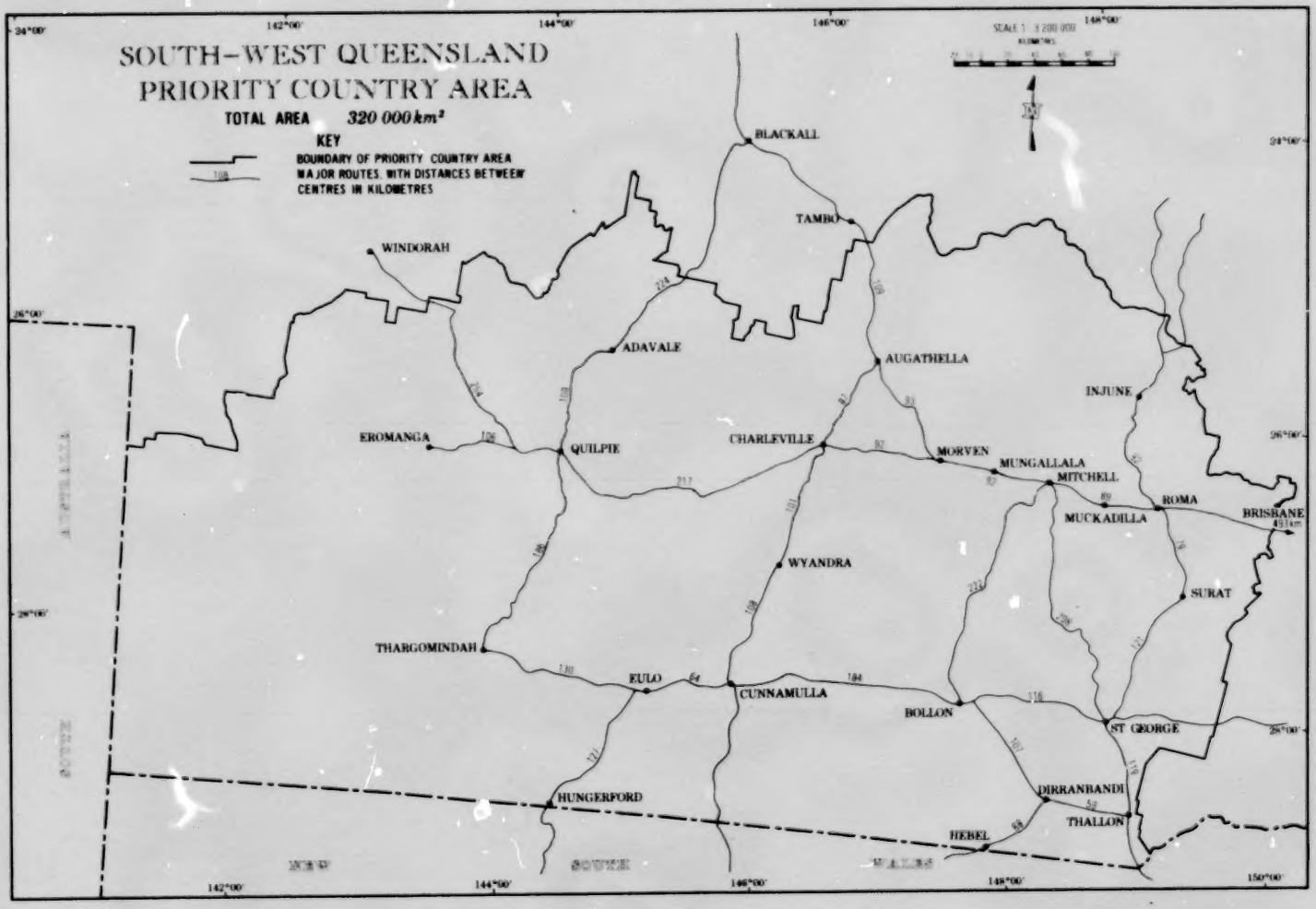

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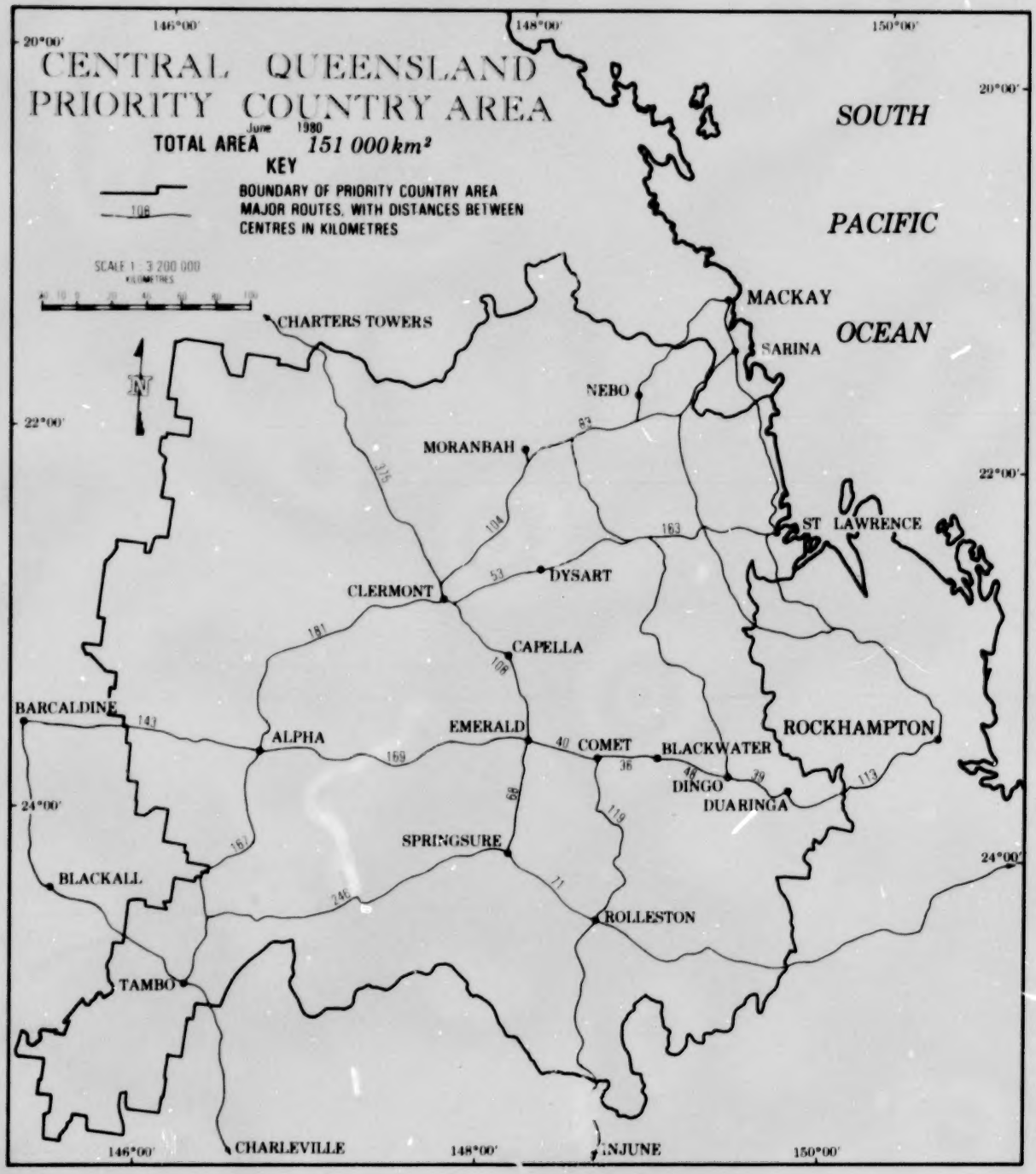
FIGURE 3


CENTRAL QUEENSLAND
PRIORITY COUNTRY AREA
June 1980
TOTAL AREA 151 000 km²
KEY
BOUNDARY OF PRIORITY COUNTRY AREA
MAJOR ROUTES, WITH DISTANCES BETWEEN CENTRES IN KILOMETRES
SCALE 1 : 3 200 000
KILOMETRES
SOUTH PACIFIC OCEAN
146°00'
148°00'
150°00'
20°00'
22°00'
24°00'
CHARTERS TOWERS
MACKAY
SARINA
NEBO
MORANBAH
ST LAWRENCE
DYSART
CLERMONT
CAPELLA
BARCALDINE
ALPHA
EMERALD
COMET
BLACKWATER
ROCKHAMPTON
DINGO
DUARINGA
SPRINGSURE
BLACKALL
ROLLESTON
TAMBO
CHARLEVILLE
NJUNE
83
175
104
163
53
181
108
143
169
40
38
48
39
113
68
119
161
71
246

4.3.3 Since August 1977, however, the primary itinerants have had to share the use of this vehicle with a secondary itinerant teacher also based in Charleville. When the field strength of the Primary Itinerant Service was increased to six teachers in June 1978, the two additional teams, one based in Cunnamulla and one in St George, were each supplied with a vehicle. The provision of one vehicle for each itinerant team has proved generally satisfactory and problems concerning the availability of transport have been almost entirely confined to Charleville, where the vehicle is shared with the other P.C.A.P. staff.

4.3.4 The secondary itinerant teacher needs transport for the following purposes:

- to visit both home- and school-based correspondence students throughout the whole of the South-West Priority Country Area
- to maintain contact with the Secondary Correspondence School
- to travel to small schools as a visiting teacher of science
- to make advisory visits to schools which have a Secondary Department or retain a Year 8 class.

4.3.5 Although enrolments tend to show a steady decrease throughout each year, the secondary itinerant would, on average, be responsible for assisting some 60 to 70 students.

4.3.6 For further information about the role and duties of the secondary itinerant, reference should be made to Report No. 2 in the P.C.A.P. Evaluation Series: *The Secondary Itinerant Teacher Service in South-West Queensland.*

4.3.7 As indicated above, the secondary itinerant teacher has shared the use of an official vehicle with the Charleville-based primary itinerants. This arrangement has drawn unfavourable comment from successive secondary itinerants and, on average, 50 per cent of their travel has been achieved using private vehicles.

4.3.8 For purposes of comparison with the P.C.A.P. Itinerant Teacher Service, it may be noted that:

(a) The Cairns-based team of two primary itinerants has the exclusive use of a 4-wheel drive Landcruiser.

(b) The two itinerant teachers based in Bourke (N.S.W.) have for their exclusive use a station wagon and a campervan.

(c) The itinerant teacher operating in the Strzelecki area of South Australia has the exclusive use of a 4-wheel drive campervan.

4.4 Recreation Officer (South-West)

4.4.1 The recreation officer, who resigned in August 1979, was responsible for the design and implementation of a range of pilot recreational activities for children in the South-West Priority Country Area.

4.4.2 During 1978, the recreation officer attempted to supply a service throughout the whole of the area, but on the basis of that experience it was decided that her efforts might be more effective if less thinly spread. As a consequence, during 1979, the recreation officer concentrated upon providing a service to Charleville, Quilpie, Cunnamulla, and St George communities, an approach which necessitated regular travel between those centres.

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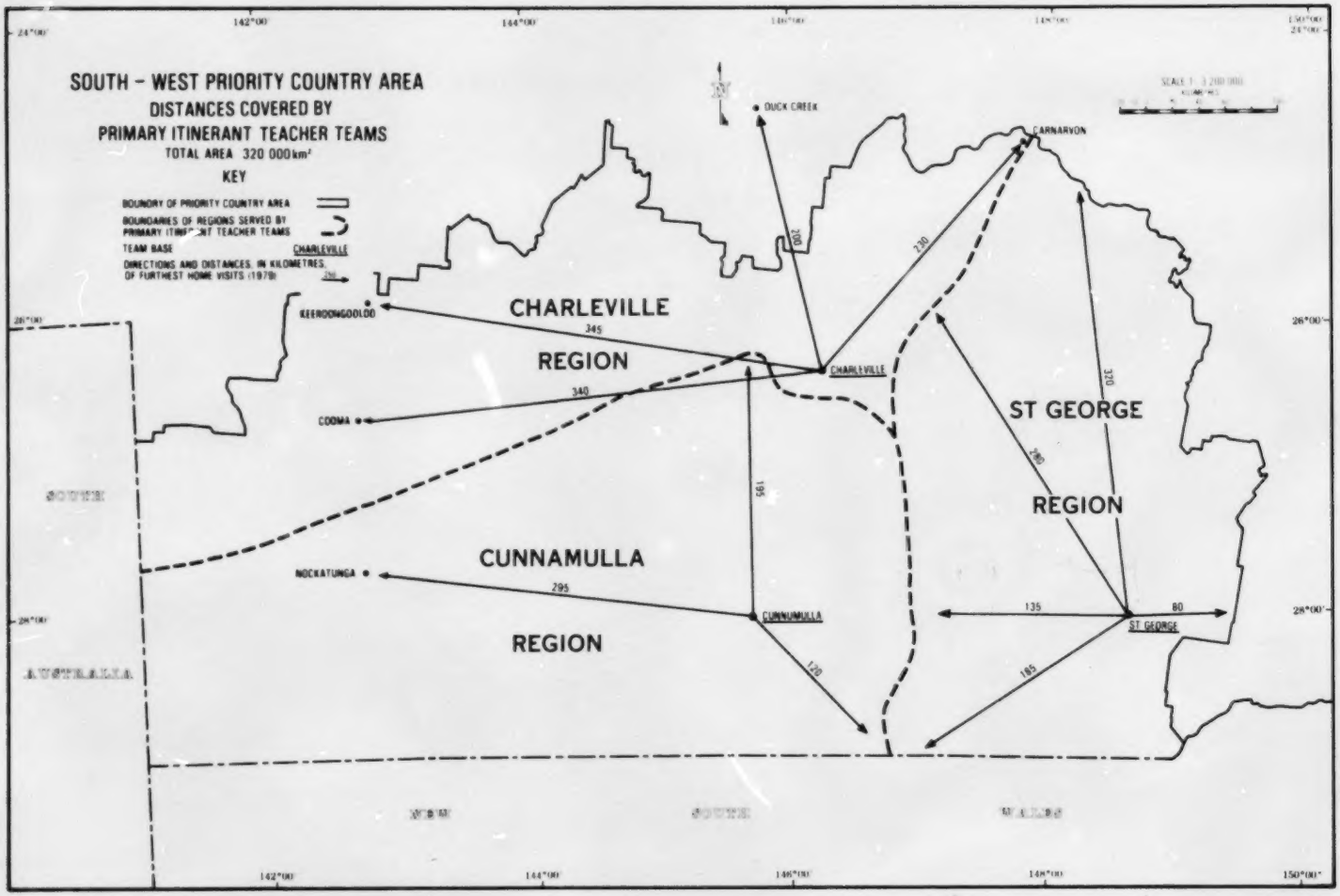
FIGURE 4



4.4.3 The recreation officer was expected to share transport with other Charleville-based staff and found it necessary to make frequent use of her private vehicle.

4.5 Audio-Visual Maintenance Officers (South-West and Central)

4.5.1 These two officers supply a service aimed at overcoming the difficulties faced by country schools in the maintenance and repair of audio-visual equipment. One is based in Rockhampton and the other in Charleville.

4.5.2 To provide this service, the maintenance officers have to travel extensively, visiting schools throughout the whole of the Priority Country Areas. The distribution of the 40 schools in the South-West Area and the 42 schools in the Central Area is shown in Figures 5 and 6 respectively.

4.5.3 In addition to a planned itinerary of regular visits, these officers also supply an emergency service, on demand, to cope with breakdowns of important equipment. To enable them to perform their duties, each officer has been supplied with a panel van and a range of specialist equipment.

4.6 Primary Remedial/Resource Teachers (South-West)

4.6.1 These two teachers were appointed during 1977 to give assistance to any children, resident in the South-West Priority Country Area, who were experiencing learning difficulties.

4.6.2 Until the end of 1978, the two teachers operated as a team, using a specially equipped mini-bus to visit schools in various parts of the area.

4.6.3 As a result of staff change, a different approach was introduced during 1979, with one teacher based in St George and the other in Charleville. The St George-based teacher continued to use the bus to provide a remedial service to 10 schools in an area extending from Hebel to Dunkeld, while the Charleville-based teacher initiated a resource service for 8 schools in an area Thargomindah to Mitchell.

4.6.4 During 1979, the Charleville-based resource teacher shared P.C.A.P. transport with other field staff based in that centre. The problems which this caused were somewhat alleviated when arrangements were made in April for P.C.A.P. field staff to share the use of the P.C.A.P. vehicle supplied for the S.O.T.A., Charleville.

4.7 Secondary Itinerant Resource Teacher (Central)

4.7.1 This Clermont-based service commenced at the beginning of 1979, when a revision of staff requirements for the Mobile Classroom made a suitable teacher available. This teacher provided a resource service for the Secondary Departments at Clermont, Dysart, Alpha and Springsure schools, until she resigned at the end of September.

4.7.2 Because no P.C.A.P. transport was available in Clermont, she used her own vehicle to complete a monthly itinerary, involving one week at each centre.

FIGURE 5

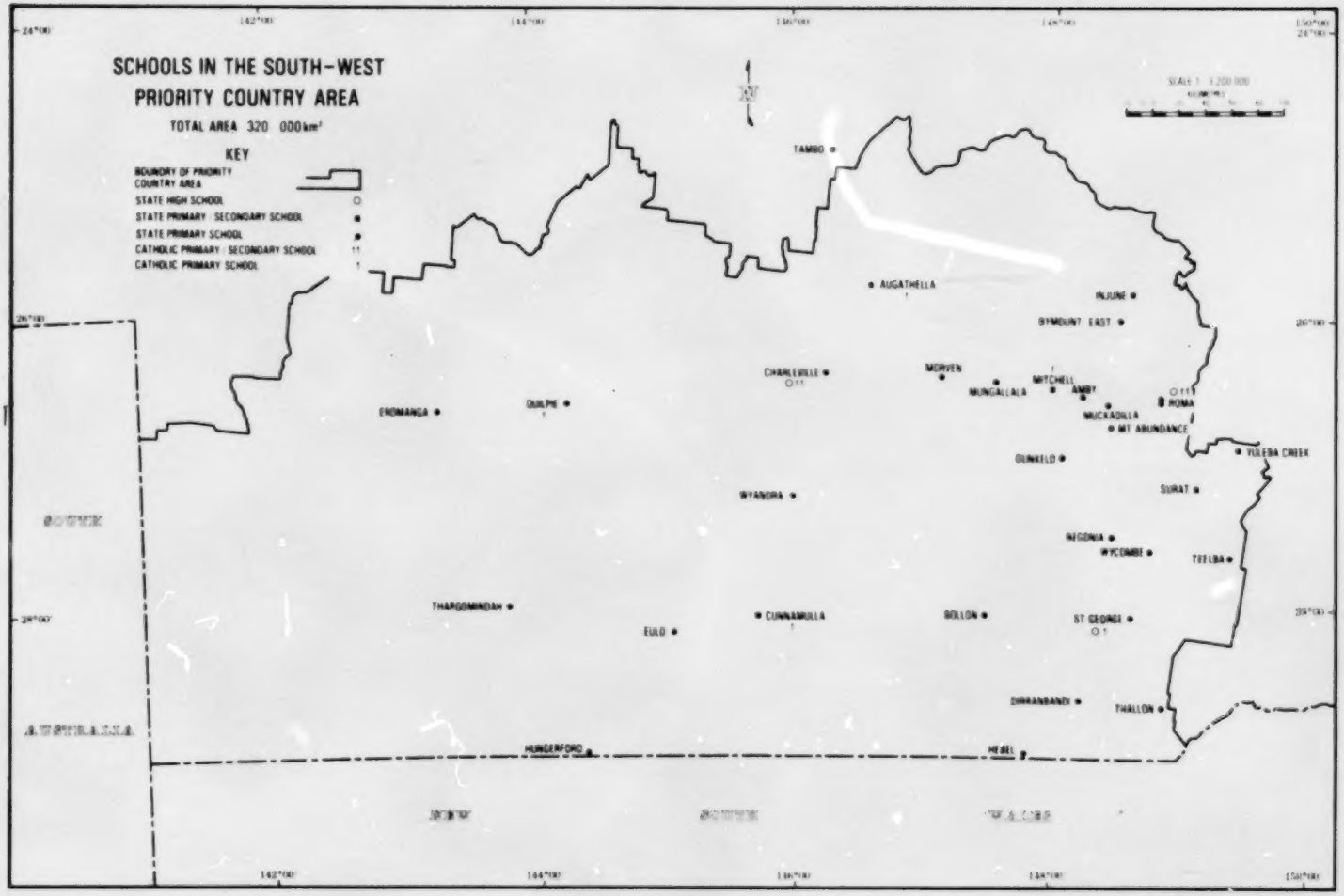


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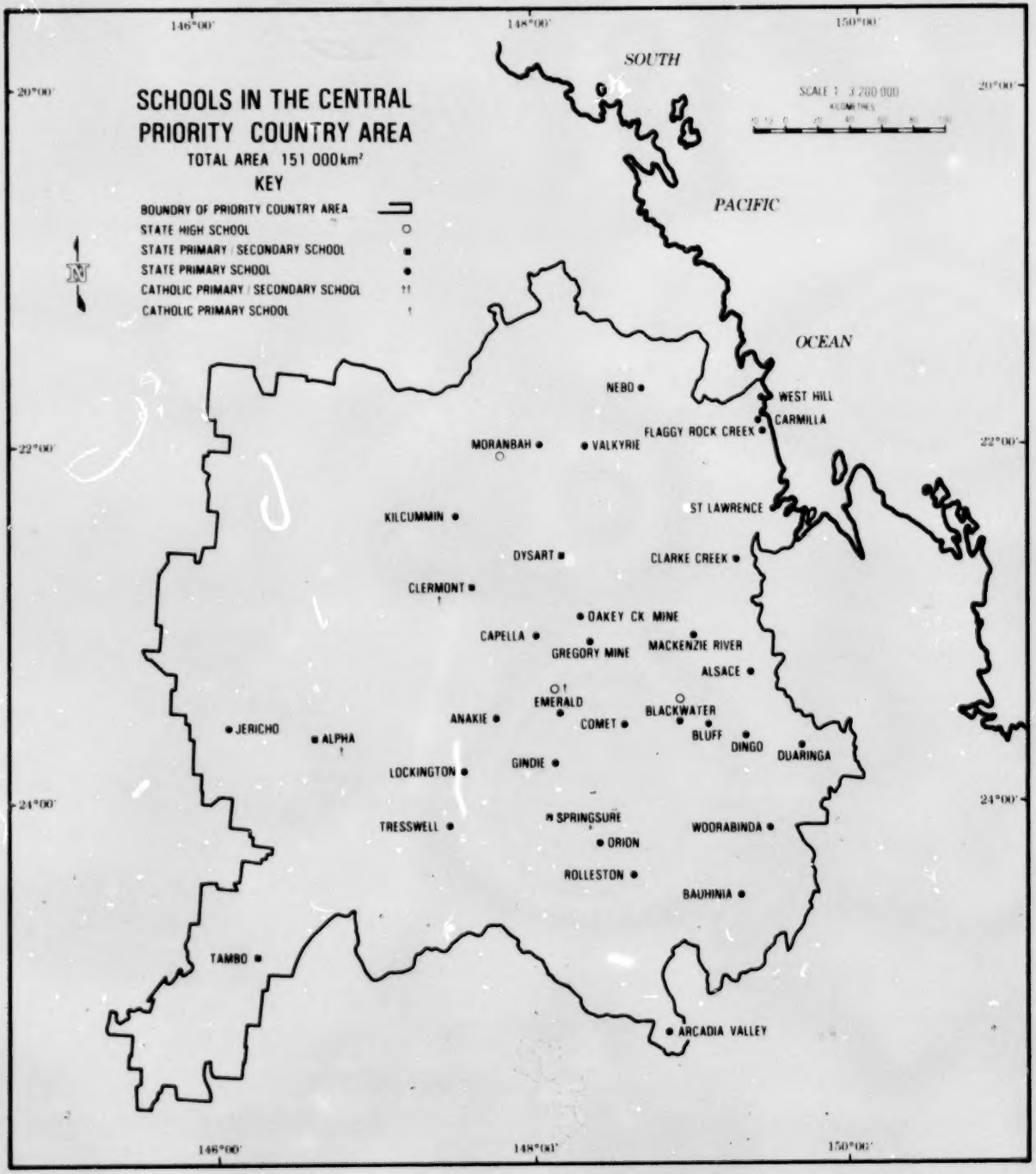
FIGURE 6



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4.8 The Project Co-ordinator (Central)

4.8.1 This officer, who is based in Rockhampton, is responsible for the co-ordination of all P.C.A.P. activities in the Central Priority Country Area. In particular, her responsibilities include the Mobile Classroom, the Audio-Visual Maintenance Service (Central), the Secondary Itinerant Resource Service and a range of liaison activities involving education officials of both systems, the Central P.C.A.P. Committee, community organisations, and members of the general public.

4.8.2 The above duties involve the Co-ordinator in extensive travel throughout the Central Priority Country Area. Prior to May 1979, she used her private vehicle for that purpose, but since then she has had the use of a vehicle allocated to the Central P.C.A.P. Committee.

5. VEHICLE USE – RESULTS OF SURVEY

5.1 Survey Methods

5.1.1 During 1979, records of vehicle use were maintained for a sample period for the purposes of this evaluation. The information recorded comprised:

- date of journey
- reason for journey
- destination
- names of occupants
- distance travelled
- road conditions.

5.1.2 In the South-West Priority Country Area records were maintained for the period from 1 July to 31 July inclusive and in the Central Area from 24 May to 23 June inclusive. In each case, the records covered a total of 31 days, which included 22 working days.

5.1.3 A comparison of the total distances travelled during the survey periods with other monthly records suggests that the overall survey results may be regarded as reasonably typical. Thus the total distance travelled in both areas during the survey period was within 1 per cent of the average monthly figures for the year, although taking the regions individually, the South-West Area was 4 per cent above average and the Central Area was 30 per cent below. This latter discrepancy is explained in section 5.3.1.

5.2 South-West Priority Country Area

5.2.1 Table 1 provides a summary of the use of P.C.A.P. vehicles during July 1979, based upon records maintained by itinerant staff. The principal features revealed would include:

(a) Total distance covered by the 7 vehicles was 28 017 km, giving an average of approximately 900 km per vehicle, per week. Distances covered ranged from 5 272 km by the Project Director's vehicle to 2 271 km by the remedial bus.

(b) At the above rate of use, based upon a 40-week school year, vehicles would be due for replacement every 13 to 14 months.

(c) 44 per cent of the total distance covered was on unsealed roads, with the itinerant teachers completing over 63 per cent of their travel on such roads.

Table 1: Use of P.C.A.P. Vehicles in South-West Priority Country Area During July 1979 (31 days)

Vehicle Base and No. of Itinerant Staff at Base	Type of Vehicle	Assignee of Vehicle	Total Use in km	Percentage of Use on Unsealed Roads	Total No. of Days in Use	Days in Use as Percentage of Working Days for Month	Breakdown of Total Use (Percentage)			Shared Use – Driver and Passenger/s (Percentage)
							P.C.A.P. Staff		Non-P.C.A.P., S.O.T.A.,	
							Assignee	Other Staff		
Cunnamulla – 2	Falcon Sedan	Itinerant Teachers	3549	75	25	114	88	Nil	12	99
St George – 3	Falcon Sedan	Itinerant Teachers	4143	52	18	82	100	Nil	Nil	88
	Toyota	Remedial/ Resource unit	2271	35	13	59	100	Nil	Nil	Nil
Charleville – 7	Holden Wagon	Project Director	5272	18	27	123	79	6	15	1
	Holden Sedan	Itinerant Teachers	4841	63	25	114	91†	Nil	9	44
	Holden Panel Van	Maintenance Officer	3454	22	19	86	97	3	Nil	8
	Holden Sedan	S.O.T.A.	4487	40	20	91	N/A	55	45	45
3 Bases 12 Staff	7 Vehicles	TOTALS:	28017	44	147	95	76	11	13	42

† Primary Itinerants – 33 Per Cent
Secondary Itinerant – 58 Per Cent

5.2.1 (d) In an overall period of 31 days (which included 22 working days), vehicle use varied from 13 to 27 days, with an average of 21 days use per vehicle.

(e) Shared use (driver with at least one passenger) made up 42 per cent of total use. Average shared use of the S.O.T.A. and itinerant teacher vehicles was 66 per cent.

(f) Use by non-P.C.A.P. personnel accounted for 13 per cent of the total use.

(g) 21 per cent of the use of the Project Director's vehicle was by other P.C.A.P. staff and visitors.

(h) 55 per cent of the use of the S.O.T.A. vehicle was by P.C.A.P. staff and only 45 per cent by S.O.T.A. staff.

5.2.2 Table 2 shows the use of private vehicles for P.C.A.P. duties during July 1979. It may be noted that:

(a) The total distance covered in private vehicles was 4 466 km, which exceeded the distance covered by an average official vehicle in the same period.

(b) The secondary itinerant (2 593 km) and the recreation officer (1 297 km) were the principal users of private vehicles, accounting together for some 87 per cent of all private use.

(c) Approximately 25 per cent of the total distance travelled in private vehicles was on unsealed roads.

(d) During a period of 22 working days, a private vehicle was in use for 20 days.

(e) Private use was almost entirely confined to Charleville-based staff (99 per cent). The use of a private vehicle by the St George-based itinerant was unauthorised and consequently no reimbursement was involved.

Table 2: Use of Private Vehicles in South-West Priority Country Area During July 1979

Vehicle Base	Owner	Total Use in km	Per Cent Use on Unsealed Roads	Total No. of Days in Use	Days Used as Per Cent of Working Days
Charleville	Secondary Itinerant	2593	26	11	50
	Recreation Officer	1297	23	6	27
	Project Director	540	NIL	2	9
St George	Primary Itinerant	36	†	1	5
	TOTALS:	4466	22	20	91††

† No details available.

†† Per cent of working days when a private vehicle was in use.

5.2.3 Table 3 shows the daily use of official and private vehicles on P.C.A.P. business during July 1979. This table reveals that:

(a) On average, 7 vehicles were in use on each of the 22 working days. For Charleville-based vehicles, the figure was 4.5 for each working day.

(b) In addition to the 6 days of actual travelling, the recreation officer's vehicle was away from base for a further 17 days, when she was working at other centres.

(c) Use of vehicles at weekends totalled 18 days.

(d) Use of private vehicles was normally confined to occasions when all official vehicles were in use. Exceptions were when extended itineraries, e.g. those of the recreation officer and the secondary itinerant, overlapped with other use.

(e) The Cunnamulla vehicle was in use each working day as well as 3 times at weekends, when staff were delayed in returning to base.

5.2.4 Table 4 provides details of travel by P.C.A.P. staff during July 1979. The following points may be noted:

(a) A total of 29 529 km was travelled by individuals and teams during the 31 days surveyed.

(b) The greatest distance was covered by the Secondary Itinerant Teacher (5 402 km), who travelled approximately half this distance in his private vehicle and approximately half in the official vehicle which is shared with the Charleville-based primary itinerant team.

(c) 73 per cent of itinerant teacher travel was for the purpose of visiting students and 16 per cent to maintain liaison with the correspondence schools.

(d) The least distance was covered by the recreation officer (1 297 km), whose itinerary involved extended stays of one week or more at different centres.

(e) Travel by the remedial/resource teachers (total 5 330 km) was entirely for the the purpose of visiting schools. In the case of the St George-based teacher this travel was entirely accomplished in the remedial bus. The Charleville-based teacher used the S.O.T.A. vehicle for 90 per cent of his travel and the Project Director's vehicle for the remaining 10 per cent.

(f) The itinerant teachers travelled, on average, 830 km per week. This compares with an average of 800 km per week travelled by the Cairns-based itinerant teachers.

5.3 Central Priority Country Area

5.3.1 Table 5 shows the use of both official and private vehicles on P.C.A.P. business during the 31 days from 24 May to 23 June inclusive. The following points should be noted:

(a) The figure of 2 271 km for the Project Co-ordinator's vehicle does not include local use in the Rockhampton area, since no records of that use were available.

(b) The figure of 1 531 km for the maintenance officer's vehicle is atypical since his travel was restricted by an attack of influenza during the survey period. Records for the remainder of the year produced an average of 3 391 km per month, which may be regarded as a more representative figure.

Table 3: Daily Use of Vehicles in South-West Priority Country Area During July 1979

X = VEHICLE USED THAT DAY
A = VEHICLE AWAY FROM BASE

Base		Charleville							St. George			Cunnamulla	Totals		
		Official					Private		Official		Pte.	Official			
Vehicle / Day	Day	Project Director	Itinerant Teachers	Maintenance Officer	S.O.T.A.	Secondary Itinerant	Recreation Officer	Project Director	Itinerant Teachers	R & R Bus	Primary Itinerant	Itinerant Teachers	Official	Private	Overall
S	1								X				1		1
M	2		X				X		X	X		X	4	1	5
T	3	X	X	X			X		X	X		X	6	1	7
W	4	X	X	X	X		A		X	X		X	7		7
T	5	X	X	X	X		X		X			X	6	1	7
F	6	X	X	X	X	X			X			X	6	1	7
S	7	X		X		X							2	1	3
S	8					A						X	1		1
M	9	X	X		X	X				X		X	5	1	6
T	10	X	X		X	X			X	X		X	6	1	7
W	11	X	X		X	X			X	A		X	5	1	6
T	12	X	X	X	X	X			X	X		X	7	1	8
F	13	X	X	X	X	X	X		X			X	6	2	8
S	14	X				A	A		X				2		2
S	15	X	X			X	A						2	1	3
M	16	X	X	X	X		A			X		X	6		6
T	17	X	X	X	X	X	A		X	X		X	7	1	8
W	18	X	X	X	X	X	A			X		X	6	1	7
T	19	X	X	X	X	X	A		X			X	6	1	7
F	20	X	X	X	X		A					X	5		5
S	21	X	X				A						2		2
S	22	X	X				A					X	3		3
M	23	X	X	X	X		A			X		X	6		6
T	24	X	X	X	X		A			A		X	5		5
W	25	X	X	X	X		A			X		X	6		6
T	26	X	X	X	X		A		X		X	X	6	1	7
F	27	X	X	X	X		A					X	5		5
S	28	X					A		X			X	3		3
S	29						A		X				1		1
M	30	X	X	X	X		X	X	X	X		X	7	2	9
T	31	X	X	X	X		X	X	X	X		X	7	2	9
TOTALS		27	25	19	20	11	6	2	18	13	1	25	147	20	167

Table 4: Details of Travel by P.C.A.P. Staff based in South-West Priority Country Area during July 1979 (31 days)

P.C.A.P. Staff	Location/ Base	Official Vehicle		Private Vehicle		Total	Purpose of Travel (Percentages only approx. as many Journeys Multi-Purpose)	
		Km	%	Km	%	Km		
Project Director	Charleville	4185	89	540	11	4725	59 32 9	General Administration Liaison with I.C.P.A., L.A.C's, etc. Supervision
Recreation Officer	Charleville	Nil	Nil	1297	100	1297	97 3	Travelling to main centres to organise activities Miscellaneous
Maintenance Officer	Charleville	3454	100	Nil	Nil	3454	100	Maintenance of Audio-Visual Equipment
Primary Itinerant Team	Charleville	1602	100	Nil	Nil	1602	100	Home Visits
Secondary Itinerant	Charleville	2809	52	2593	48	5402	32 20 44 4	Liaison with S.C.S. Liaison with L.A.C. Visits to S.C.S. students Advisory visits to Schools
Remedial/ Resource Teacher	Charleville	3059	100	Nil	Nil	3059	100	School Visits
Remedial/ Resource Teacher	St George	2271	100	Nil	Nil	2271	100	School Visits
Primary Itinerant Team	St George	4143	99	36	1	4179	79 15 6	Home Visits Liaison with P.C.S. Activity Days
Primary Itinerant Team	Cunnamulla	3540	100	Nil	Nil	3540	99 1	Home Visits Administration
TOTALS		25063	85	4466	15	29529		

Table 5: Use of P.C.A.P. Vehicles (Official and Private) in Central Priority Country Area from 24 May to 23 June 1979 (31 days)

Vehicle Base and No. of Itinerant Staff at Base	Type of Vehicle	Assignee/Owner of Vehicle	Total Use in km	Per Cent of Use on Unsealed Roads	Total No. of Days in Use	Days in Use as Per Cent of Working Days	Per Cent of Shared Use – Driver and Passengers
Rockhampton – 2	Valiant Wagon (Official)	Project Co-ordinator	2271†	24	9	41	34
	Holden Panel Van (Official)	Maintenance Officer	1531	19	9	41	Nil
		SUB-TOTALS	3802	22	18	41	20
Clermont – 1	Private	Secondary Resource Teacher	1224	30	7	32	Nil
2 Bases 3 Staff	2 Official 1 Private	TOTALS	5026	24	25	38	15

† Exclusive of Local Use in Rockhampton

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Table 6: Daily Use of Vehicles in Central Priority Country from 24 May to 23 June 1979 (31 days)

Base		Rockhampton		Clermont	TOTALS		
Ownership		Official		Private			
Vehicle Day / Date		Project Co-ordinator	Maintenance Officer	Secondary Itinerant Resource Teacher	Official	Private	Overall
T	24		X		1		1
F	25		X	X	1	1	2
S	26		X	A	1		1
S	27			A			
M	28			X		1	1
T	29	X	X	A	2		2
W	30	X	X	A	2		2
T	31		A	A			
F	1		X	X	1	1	2
S	2		X		1		1
S	3						
M	4						
T	5						
W	6						
T	7						
F	8						
S	9						
S	10						
M	11			X		1	1
T	12			A			
W	13			A			
T	14			A			
F	15			X		1	1
S	16						
S	17	X			1		1
M	18	X		X	1	1	2
T	19	X		A	1		1
W	20	X	X	A	2		2
T	21	X	X	A	2		2
F	22	X	A	X	1	1	2
S	23	X	A		1		1
TOTALS		9†	9	7	18	7	25

X = Vehicle Used That Day
A = Vehicle Away From Base
† = Exclusive of Local Use in Rockhampton

Table 7: Details of Travel by P.C.A.P. Staff Based in Central Priority Country Area from 24 May to 23 June 1979 (31 days)

P.C.A.P. Staff	Location/Base	Official Vehicle (km)	Private Vehicle (km)	Total km	Purpose of Travel (Percentages only approximate as many journeys are multi-purpose
Project Co-Ordinator	Rockhampton	2271 †		2271	Liaison, Administration and and Supervision (No Breakdown Available)
Maintenance Officer	Rockhampton	1531		1531	100 Per Cent Maintenance of Audio-Visual Equipment
Secondary Itinerant Resource Teacher	Clermont		1224	1224	70 Per Cent Visiting Schools 30 Per Cent Seminar for Teachers
TOTALS		3802	1224	5026	

† Exclusive of Local Use in Rockhampton

5.3.1 (c) Taking the above factors into account, it seems likely that the official vehicles may travel, on average, some 700 km per week. This compares with an average of 900 km per week for official vehicles in the South-West Area.

(d) Proportion of use on unsealed roads was 22 per cent for official vehicles and 30 per cent for the secondary resource teacher's private vehicle.

(e) Shared use was restricted to 34 per cent for the Project Co-ordinator's vehicle only.

5.3.2 Table 6 shows the daily pattern of use for the same 3 vehicles which were dealt with in Table 5. It should be noted that:

(a) As previously indicated, details for the Project Co-ordinator's vehicle are incomplete and details for the maintenance officer's vehicle are atypical.

(b) The secondary resource teacher's itinerary involves visiting other centres for a week at a time. Thus in addition to the 7 days actual use, her vehicle was away from base for a further 11 days.

(c) The reservations mentioned above render further analysis of this table inappropriate.

5.3.3 Table 7 provides details of travel by P.C.A.P. staff from 24 May to 23 June inclusive. Points which should be noted include:

(a) The secondary itinerant resource teacher travelled 1 224 km in her private vehicle visiting schools and conducting a seminar for teachers.

(b) Rockhampton-based staff were able to use official vehicles for all their journeys, whereas the Clermont-based teacher had to use her private vehicle for all journeys.

(c) The 384 km separating Clermont from Rockhampton prevented the secondary resource teacher from making use of official P.C.A.P. transport.

6. COST OF CURRENT TRANSPORT PROVISIONS

6.1 Running Costs

6.1.1 Actual running costs for the vehicles covered by this survey, supplied by the P.C.A.P. Secretariat, are shown in Table 8. These figures include the cost of fuel, lubrication, servicing and repairs for the last six months of 1979.

Table 8: Running Costs of Vehicles for the Six Months from 1 July 1979 to 31 December 1979

Assignee	Base	Cost $	No. of Months in Use	Average Per Month
Project Director	Charleville	1188	6	198
Itinerant Teachers	Charleville	1060	6	177
	St George	2176 †	10	218
	Cunnamulla	2569 †	10	257
S.O.T.A.	Charleville	1106	6	184
R & R Service	St George	701	4.5	156
Maintenance Staff	Charleville	1011	5	202
	Rockhampton	1105	5	221
Co-ordinator	Rockhampton	384	5	77
9 vehicles, 4 bases		11300	57.5	$1690

† The original vehicles, replaced at the end of August, have since been based in Brisbane. Because running expenses have continued to be charged against the same sub-heading, each of these figures includes the costs of running two vehicles from September onwards.

6.1.2 These figures suggest that the average running cost per vehicle is in the region of $190 per month. (For purposes of comparison it may be noted that the cost of running the Brisbane-based Committee vehicle over the same period averaged $280 per month.) Other records indicate that an average cost for insurance, registration and R.A.C.Q. membership would be in the region of $500 per annum per vehicle. On the basis of these 1979 rates, a reasonable estimate for the average annual running cost of an itinerant's vehicle would be in the region of $2 500, excluding capital depreciation.

6.2 Capital Costs – Depreciation

6.2.1 In the past, because of exemption from sales tax, the resale value of government vehicles on the open market was generally equal to the purchase price and no allowance for depreciation was necessary. Because, however, of changes in the second-hand market relating to rising fuel costs, this is no longer so in the case of the larger vehicles, such as those used by P.C.A.P. field staff.

6.2.2 At the time of writing this report, details of both purchase and resale price were available for only one vehicle of the type used by field staff. These refer to the Falcon station wagon, registration 147 NFU, previously based in Brisbane for the use of the members of the Joint Committee:

Purchased 18 May 1978	$4 542.28
Sold September 1979	$3 500.00
Depreciation	$1 042.28

These figures suggest a depreciation rate of 23 per cent for the total period, or 17 per cent per annum.

6.2.3 Estimates of second-hand market values, recently obtained from the government garage, suggest that depreciation rates, calculated on the basis of the difference between purchase and resale prices, may be even higher than the above figures suggest, perhaps closer to 25 per cent annum.

6.2.4 However, it would appear that a more realistic estimate of capital costs might be obtained by calculating the cost of replacing a particular vehicle. Again, the figures refer to the Committee's vehicle, 147 NFU:

Sale price of original vehicle	$3 500.00
Purchase price of replacement (24 August 1979)	$6 196.99
Balance	$2 696.99

On the basis of these figures, the depreciation rate obtained for the entire period of ownership is 59 per cent which is equivalent to 45 per cent per annum.

6.3 Overall Costs

6.3.1 On the basis of the figures in paragraphs 6.1.2 and 6.2.4 above, it appears that an average estimate of the cost of providing a vehicle for the use of itinerant field staff during 1979 could be calculated as follows:

Average annual running costs	$2 500
Estimated annual capital costs	$2 100
	$4 600

6.3.2 Increasing fuel costs, together with the consequent further decline in resale values, could be expected to raise this figure in the region of $5 000 for 1980.

7. ADEQUACY OF TRANSPORT PROVISIONS FOR FIELD STAFF

7.1 Availability of Vehicles

7.1.1 Difficulties relating to the availability of transport have been mainly confined to the Charleville base, although during 1979 the lack of an official vehicle for the Clermont-based Secondary Resource Teacher Service also caused problems.

7.1.2 The vehicle/staff situation in Charleville for 1978 and 1979 is shown in Table 9. An overall ratio of two members of staff per vehicle may be noted.

Table 9: Staff and Vehicles at the Charleville Base during 1978 and 1979

Year	Staff	Vehicles
1978	Project Director Primary Itinerants (2) Secondary Itinerant Recreation Officer Maintenance Officer	Project Director's Itinerants' Maintenance Officer's
	6 staff	3 vehicles
1979	Project Director Primary Itinerants (2) Secondary Itinerant Recreation Officer Maintenance Officer Resource Teacher	Project Director's Itinerants' Maintenance Officer's S.O.T.A. (shared)
	7 staff	3.5 vehicles

7.1.3 The ratio of two members of staff to each Charleville-based vehicle has naturally encouraged experiments in sharing, which have met with varying degrees of success. In the case of the primary itinerants, where the two teachers have normally worked as a team, the sharing of a single vehicle has presented very few problems. Where, however, the responsibilities of those sharing the vehicle have differed substantially, the arrangement has tended to be much less satisfactory. Thus the extent to which the primary and secondary itinerants could effectively share the same vehicle has been limited by their different area responsibilities, since the latter operates throughout the whole of the South-West Priority Country Area, whereas the former operate in only one-third of that area. Transport difficulties experienced by the secondary itinerant also received attention in Report No. 2 in the P.C.A.P. Evaluation Series.

7.1.4 During interview, the Project Director detailed some of the limitations inherent in the shared use of vehicles. From the various examples described, the following instance has been selected as typical:

The people using the vehicle on this occasion were Philip Sharp, the special education teacher, and Tony Austin, the technical maintenance officer. At Thargomindah, Philip was screening the pupils there to measure the need for back-up programs. Philip had a day and a half of gainful employment. Tony Austin had ten minutes. This kind of thing is unavoidable because Tony arrives in response to a call or a request from a school – sometimes it will be a job that takes three or four hours – sometimes it will be a job that takes five minutes.

Because of such problems, further attempts to contain transport costs through the increased sharing of vehicles may be counter-productive in terms of staff time.

7.1.5 The limited availability of Charleville transport and the problems associated with sharing have resulted in the extensive use of private vehicles. Table 2 indicates the extent of this use during the survey period. This table reveals that the three authorised officers covered over 4 400 km in their private vehicles, a total distance which exceeded the distance covered by an average official vehicle in the same period. Reference to Table 3 shows that during the 22 working days of the survey period there were 16 days when one or more private vehicles were in use , i.e. actually driven or away from base during an extended itinerary. Of these 16 days, there were 10 days when 5 vehicles, including 1 private, were in use and 6 days when 6 vehicles, including 2 private, were in use .

7.1.6 On this basis it would appear that during 1979, although one extra vehicle would have substantially reduced the need for staff to use private vehicles, an extra two vehicles would have been necessary to eliminate completely the use of private vehicles.

7.1.7 For 1980, Charleville transport requirements will depend very much upon the final level of staffing. Current indications suggest that the staff may consist of the following six officers:

Project Co-ordinator
Primary Itinerant Teachers (2)
Secondary Itinerant Teacher
Recreation Officer
Audio-Visual Maintenance Officer.

Ideally, each separate service might be supplied separate transport, which would require a total of five vehicles. However, if the S O.T.A. vehicle continues to be available to P.C.A.P. staff for 50 per cent of the time and the Co-ordinator's vehicle is also Charleville-based and therefore sometimes available to other staff, one additional vehicle to provide a pool of four may be adequate.

7.1.8 In his report on the secondary itinerant resource teacher, P. Briody drew attention to the need for an official vehicle based in Clermont. The following quotations from that report illustrate the point:

The remedial/resource teacher has had to supply her own vehicle as no official vehicle was available for the purpose; and because of the nature of the roads has found that kilometrage paid has not met the vehicle expenses (fuel and maintenance) and she is 'out of pocket' as a result.

Official Car should be provided as no teacher should be at a loss as a result of supplying an essential service.

(Paragraphs 5.13[b] and 6.3[f] respectively).

7.1.9 Discussions with field staff suggested that, because of road conditions, they were generally reluctant to use their private vehicles for official journeys. This problem has been compounded by the inequality of access to P.C.A.P. vehicles associated with the shortage of official transport in some centres. Thus some officers have had to use their private vehicles extensively in order to perform their duties, whereas others have always had official vehicles available.

7.2 Suitability of Vehicle Types

7.2.1 The large Holden and Falcon station wagons, with 4.1 litre engines, as currently supplied, are considered by itinerant P.C.A.P. staff to be satisfactory for general use in the priority country areas. Discussions with such staff suggest that the disadvantages of 4-wheel drive are, in general, considered to outweigh any possible advantages. However, as pointed out by the Project Director, the issue is by no means clear cut and there have been numerous occasions when the possession of vehicles with 4-wheel drive would have been advantageous. At a centre such as Charleville, where several P.C.A.P. vehicles are based, the provision of one with 4-wheel drive could be expected to increase the flexibility of the fleet as a whole. The comments in the letter from Thargomindah Local Advisory Committee (Appendix B) should also be noted.

7.2.2 The panel vans, as currently supplied, have proved suitable for use by the audio-visual maintenance officers.

7.2.3 The remedial bus has suffered continuous dust problems and has rarely been used for teaching purposes as originally envisaged. Its replacement by a suitably equipped station wagon, as proposed, appears appropriate.

7.3 Extras and Accessories for P.C.A.P. Vehicles

7.3.1 The 'country pack', as currently supplied, appears well suited to priority country area conditions. With regard to bull bars, practical experience in the field suggests that:

- steel construction is best as it is stronger and welding repairs can be carried out in most country towns, where similar facilities for repairing aluminium do not exist
- bars should be closely spaced or fitted with strong mesh to prevent small objects passing between and thus damaging headlamps or radiator.

7.3.2 The value of the transceiver radios (current cost $1 140 each) fitted to itinerant teacher vehicles was demonstrated when a lone female teacher was stranded on an isolated road beyond Eromanga and obtained help by using her radio. The first aid kits are also perceived as a useful safety precaution.

7.3.3 The standard car radios present in the itinerant vehicles obtained through the Catholic Education Office are seen as useful because:

- they help to stave off boredom during long drives and thus reduce the risk of falling asleep at the wheel; and
- they enable itinerant staff to receive up to date reports on weather and road conditions – an important safety consideration.

This latter point was also made by P. Briody in his report on the Mobile Classroom. It is unfortunate that all P.C.A.P. vehicles are not similarly equipped.

7.3.4 A unanimous consensus appears to exist amongst itinerant staff concerning the need for the air-conditioning of vehicles. In this connection, it may be noted that:

(a) The slight pressurisation associated with air-conditioning could be expected to eliminate the serious dust problems which have been encountered with all itinerant vehicles. Even with windows closed, the penetration of fine dust has proved sufficient to spoil valuable educational equipment and materials as well as personal belongings. This problem was recently illustrated by an itinerant teacher, who, in another context, commented that a tape recorder was rarely used because it became clogged with dust. Presumably there could also be health considerations associated with the constant inhalation of fine dust.

(b) A copy of a letter from the Thargomindah Local Advisory Committee, recommending the air-conditioning of itinerant vehicles to eliminate dust problems, is included as Appendix B.

(c) Air-conditioning could also be expected to have beneficial effects in terms of staff efficiency, comfort and morale. Records show that Charleville has six months of the year when the average daily maximum exceeds 30° and that temperatures of 40° are common in the summer months. By comparison, Brisbane has no month of the year when the average daily maximum exceeds 30°C. Also, a recent experiment showed that under normal driving conditions, with windows open and ventilation fan in operation, the temperature inside one of the itinerant vehicles was 10° above the shade temperature outside. Without air-conditioning, driving in such conditions can be hot, dusty and uncomfortable. As a result, itinerants frequently arrive at their destinations jaded, dirty and dishevelled; on longer journeys the effects of heat exhaustion and dehydration may ensue. In these circumstances, efficiency, morale and the image of the service all suffer.

(d) The P.C.A.P. State Committee has recently recommended that the vehicles used by the audio-visual maintenance officers be air-conditioned, in order to protect from dust the sophisticated electrical equipment which they carry. For similar reasons the Department of Health uses two air-conditioned panel vans. Since itinerant teachers also have occasion to carry sophisticated audio-visual equipment, the argument would readily extend to their vehicles.

(e) It is understood that both vehicles supplied to the itinerant teachers in Bourke are air-conditioned.

(f) Some government vehicles used in western Queensland have recently been fitted with air-conditioning, suggesting that the need for such units is now recognised.

(g) Records indicate that P.C.A.P. itinerant staff spend between 25 and 30 per cent of their working hours travelling in motor vehicles. In this respect their role is akin to that of commercial travellers, whose 1978 award made the provision of air-conditioned vehicles mandatory in Queensland.

(h) Quotes obtained by the P.C.A.P. Secretariat suggest that the cost of a suitable air-conditioning unit for a panel van would be $550 and for a station wagon $533. It could also be expected that when in use the units would increase fuel consumption by some 10 per cent. Thus, allowing for increased fuel bills and capital depreciation, the overall cost of air-conditioning an itinerant vehicle could be expected to work out in the region of $400 per annum.

7.3.5 The suggestion of one itinerant that vehicles be supplied with spot lights and hand winches did not originally meet with any strong degree of support from other field staff, although it was agreed that there were occasions when such items might prove useful. A subsequent collision between the Charleville itinerants' vehicle and a kangaroo, during a night drive, caused some revision of opinion and a request for spotlights resulted. However, it appears probable that the need for this accessory will be obviated as existing vehicles are replaced by the new models with more powerful headlamps.

8. ISSUES

8.1 Indications are that, for the efficient deployment of P.C.A.P. itinerant staff, the basic, minimum transport requirement is a separate vehicle for each officer or team in the field. The only exception would be in the case of Charleville, where the size of the P.C.A.P. transport pool and the availability of the S.O.T.A. vehicle suggest that the level of provision could be obtained by using the formula n-1, where n is the total number of officers/teams.

8.2 If the staff predictions in paragraph 7.1.7 are correct, then an additional vehicle is needed at the Charleville base, to increase the total fleet to four, excluding the S.O.T.A. vehicle. A panel van or station wagon would be the most appropriate type of vehicle to provide the carrying capacity required by the recreation officer.

8.3 It would also appear that, if the secondary itinerant resource service, which operated in the Central Priority Country Area during 1979, is to be continued, then an additional vehicle would need to be based at Clermont – as recommended by P. Briody. Alternatively, it would be necessary for any replacement teacher to be willing to provide his/her own transport at the usual rates of reimbursement.

8.4 Although the powerful station wagons and panel vans, with 'country pack' as currently supplied, are generally well suited to field staff requirements, there appears to be a good case for trialling the usefulness of one 4-wheel drive vehicle as part of the Charleville fleet, when the existing vehicles come up for replacement.

8.5 If the air-conditioning of the audio-visual maintenance vehicles proves successful in eliminating dust, there would appear to be a strong case for air-conditioning those other P.C.A.P. vehicles which travel long distances in difficult conditions. On the basis of the survey records, the priority for the air-conditioning of vehicles would appear to be:

1 The Primary Itinerant Teachers.
2 The Secondary Itinerant Teacher.
3 The Project Co-ordinator – South-West.

8.6 With regard to the need for spotlights, this question may be best reviewed after the new vehicles have been in use for several months.

8.7 In view of the escalating costs of transport, the prompt resale of vehicles following their replacement could produce valuable savings through minimising further running and depreciation costs.

Such savings would then be available to offset the additional expense of air-conditioning appropriate vehicles. The proceeds of prompt resale would also be available to replenish P.C.A.P. reserves.

REFERENCES

Briody, P. *The Mobile Classroom in Central Queensland*, P.C.A.P., Brisbane, 1979.

Fowler, C. F. *The Primary Itinerant Teacher Service in South-West Queensland*, P.C.A.P., Brisbane, 1979.

Fowler, C. F. *The Secondary Itinerant Teacher Service in South-West Queensland*, P.C.A.P., Brisbane, 1979.

APPENDIX A

Priority Country area Program Vehicles
r = replaced by

Project	Based at	Type of Vehicle	Reg. No.	Date of Purchase	Cost
Project Director *	Charleville	Holden Station Sedan	QGW-808 r211-QGA	22.06.79	5000.28
School of the Air *	Charleville	Holden Sedan	QGW-866 r140-QGB	15.06.77 04.10.79	4114.12 5040.84
Itinerant Teachers *	Charleville	Holden Sedan	QGW-636 rQGZ-759	79	4751.00
Mobile Field Study Unit	Charleville	Toyota Landcruiser	QGW-948 r981-QGB	23.06.77 04.02.80	6539.15
		Valiant Station Wagon rToyota Landcruiser rToyota Landcruiser	QGW-865 rQGX-357 r996-QGB	28.12.77 07.02.80	7065.65
		Caravan	QYA-748	21.12.77	6940.00
		Trailer	QG-1835	13.10.77	2365.00
Buses	Charleville	Toyota Coaster Mini South-West	QGW-830 rQGZ-372	17.01.79	12935.00
	St. George	Toyota Coaster Mini South-West	QGW-831 r877-QGA	01.07.77 27.08.79	9127.00 13026.30
	Alpha	Toyota Coaster Mini Central	QGX-636	29.03.79	9934.75
	Dingo	Toyota Coaster Mini Central	QGX-311	30.12.77	9934.75
Mobile Remedial Unit *	Charleville	Toyota Coaster Mini-Bus	QGW-832	16.08.77	8524.28
Mobile Classroom	Clermont	Hino Truck	QGY-501	7.77	25574.50
		Millard Mini-Van Caravan & Annexe	QG-1875	22.01.78	3352.00
		Toyota Landcruiser	QGX-358	09.12.78	6975.45

Appendix A (cont.)

Project	Based at	Type of Vehicle	Reg. No.	Date of Purchase	Cost
Manual Arts Workshop		Inter.Prime Mover 1810B	261-QGA	18.05.79	15357.00
		Inter.Prime Mover 1810B	262-QGA	18.05.79	15357.00
		Chevrolet C20 4x4	QGY-962	30.12.78	10120.00
		Trailer (Cath. Ed.)	QVM-563		
		Caravan (Modified)	QYA-877	18.05.79	
		Caravan (Modified)	QYA-878	18.05.79	
Technical Maintenance Officers *	Charleville	Holden Panel Van	QGX-634 r482-QGB	23.12.77	4339.32 5196.66
	Rockhampton	Holden Panel Van	QGX-637 r316-QGB	23.12.77	4339.32 5184.48
Central Qld. Committee *	Rockhampton	Valiant Station Wagon	QGW-865	02.09.77	4832.32
		Ford Falcon Wagon	r486-QGB	09.11.79	6083.48
Catholic Education					
Itinerant Teachers *	Cunnamulla	Ford Falcon Sedan	392-NGK r724-NOG	26.06.78 24.08.79	4840.55 6196.99
	St. George	Ford Falcon Sedan	391-NGK r723-NOG	26.06.78 24.08.79	4840.55 6196.99
Committee Members	Brisbane	Ford Station Sedan	147-NFU r440-NOK	18.05.78 24.08.79	4542.28 6196.99

* Projects considered in this report.

APPENDIX B

COPY

"Boodgherree"
Thargomindah. 4492

20/11/79

Mr C. Fowler
Evaluation Co-ordinator
P.C.A.P.

Dear Cliff,

I am writing to ask when you do your evaluation for the P.C.A.P. Itinerant Service in this area you give consideration to the damage being done to material in the Cunnamulla Itinerants' cars caused by dust.

I think anyone with experience of dirt roads out here would agree that Station Wagons are dust traps anyhow, and that the only method of going part way to stopping dust would be by air-conditioning vehicles. The damage to costly colour TV sets and VRC material will be extensive if things go on as they are, and I would say the damage done to the teachers involved when they have done a 500 mile trip on a round in 40° weather would be considerable too.

I would also suggest that a 4-wheel drive vehicle would be a much more feasible proposition out here, as they can get bogged in bulldust as well as mud and as you know from your recent trip out here the roads are pretty basic.

Thank you again for your visit to Thargomindah and we look forward to seeing you again.

Yours faithfully,

(Mrs) L. O'Shannessy
Hon. Sec.
Thargo I.C.P.A. & L.A.C.